

SENATE RECORD VOTE ANALYSIS

104th Congress
2nd Session

Vote No. 261

July 31, 1996, 9:14 pm
Page S-9287 Temp. Record

TRANSPORTATION APPROPRIATIONS/Final Passage

SUBJECT: Department of Transportation and Related Agencies Appropriations Bill for fiscal year 1996 . . . H.R. 3675.
Final passage, as amended.

ACTION: BILL PASSED, 95-2

SYNOPSIS: As passed, H.R. 3675, the Department of Transportation and Related Agencies Appropriations Bill for fiscal year 1997, will appropriate \$12.561 billion net in new budget authority (BA) for the Department of Transportation and related agencies, and will set the obligational ceiling for the Highway Trust Fund at \$17.729 billion. In total, the bill will provide \$37.784 billion in budget authority, trust fund ceilings, and exempt obligations, which is \$481.3 million more than requested.

Department of Transportation budget authority, \$12.515 billion, including:

- Federal Aviation Administration, \$6.801 billion; for air travel safety, funding will be provided for 250 additional air traffic controllers, 140 additional aviation hazardous materials inspectors, and various other aviation-related inspection positions; no explicit assumption will be made concerning the renewal of lapsed aviation taxes;
- Coast Guard, \$3.466 billion; this amount is \$284.8 million less than requested and \$242.3 million less than provided in the House-passed bill; however, the Senate bill assumes \$300 million will be transferred from the Department of Defense for Coast Guard support of national security missions;
- Federal Highway Administration, \$258 million (\$250 million will be for State infrastructure banks; the House did not provide any discretionary appropriations);
- Federal Transit Administration, \$552 million; and
- Amtrak grants, \$592 million, plus \$200 million for Northeast Corridor improvements; total Amtrak funding will be \$872 million (for related debate, see vote No. 255).

Department of Transportation trust fund ceilings, \$23.215 billion, and exempt obligations, \$2.055 billion, including:

- Federal Highway Administration trust fund limitation \$17.729 billion (plus \$2.055 billion in exempt obligations);
- Federal Transit Administration trust fund limitation, \$3.830 billion (\$1.930 billion for formula grants (an additional \$218.3

(See other side)

YEAS (95)				NAYS (2)		NOT VOTING (3)	
Republican (51 or 96%)		Democrats (44 or 100%)		Republicans (2 or 4%)	Democrats (0 or 0%)	Republicans (0)	Democrats (3)
Abraham	Hatfield	Akaka	Hollings	Kyl			Johnston- ²
Ashcroft	Helms	Baucus	Inouye	McCain			Pryor- ²
Bennett	Hutchison	Biden	Kennedy				Simon- ²
Bond	Inhofe	Bingaman	Kerrey				
Brown	Jeffords	Boxer	Kerry				
Burns	Kassebaum	Bradley	Kohl				
Campbell	Kempthorne	Breaux	Lautenberg				
Chafee	Lott	Bryan	Leahy				
Coats	Lugar	Bumpers	Levin				
Cochran	Mack	Byrd	Lieberman				
Cohen	McConnell	Conrad	Mikulski				
Coverdell	Murkowski	Daschle	Moseley-Braun				
Craig	Nickles	Dodd	Moynihan				
D'Amato	Pressler	Dorgan	Murray				
DeWine	Roth	Exon	Nunn				
Domenici	Santorum	Feingold	Pell				
Faircloth	Shelby	Feinstein	Reid				
Frahm	Simpson	Ford	Robb				
Frist	Smith	Glenn	Rockefeller				
Gorton	Snowe	Graham	Sarbanes				
Gramm	Specter	Harkin	Wellstone				
Grams	Stevens	Heflin	Wyden				
Grassley	Thomas						
Gregg	Thompson						
Hatch	Thurmond						
	Warner						

EXPLANATION OF ABSENCE:

- 1—Official Business
- 2—Necessarily Absent
- 3—Illness
- 4—Other

SYMBOLS:

- AY—Announced Yea
- AN—Announced Nay
- PY—Paired Yea
- PN—Paired Nay

million will be appropriated for formula grants) and \$1.900 billion for discretionary grants); and

- Federal Aviation trust fund limitation, \$1.460 billion.

Related agencies:

- National Transportation Safety Board, \$42.4 million; and
- \$3.5 million for the Architectural and Transportation Barriers Compliance Board.

Miscellaneous:

- the bill does not include House language to withhold funding for a National Highway Traffic Safety Administration ruling to allow the Government to increase corporate average fuel economy (CAFE) standards;
- funds to implement the new regulation requiring trains to sound a whistle at highway-rail grade crossings that do not meet certain high standards will be withheld until certain steps to make that regulation more flexible are taken;
- a 1-year moratorium will be imposed on penalizing Maine or New Hampshire for noncompliance with Federal vehicle weight limitations;
- \$1.596 billion in Federal highway funds that should have been apportioned for fiscal year 1996 but were not will be apportioned as though they were apportioned as part of the FY 1996 allocations instead of being apportioned under the FY 1997 allocations (see vote No. 260); a review will be made of the reporting of excise tax data by the Department of the Treasury to the Department of Transportation for fiscal year 1994;
- the Secretary of Transportation will have authority through FY 2000 to use voluntary separation incentives to reduce employment levels;
- an independent assessment will be made of the acquisition management system of the Federal Aviation Administration;
- anti-competitive trade practices in air transportation will be investigated;
- funds and incentives will be provided for closing rail-highway crossings;
- the Surface Transportation Board will be barred from raising the fee charged for filing a complaint against railroads for overcharging;
- funding will be provided for railroad loan guarantees for rail infrastructure and safety improvements; and
- the Coast Guard will be barred from issuing, implementing, or enforcing any regulations that fail to distinguish between edible oils and toxic oils, as required by Public Law 104-55.

Those favoring final passage contended:

This bill carefully allocates scarce resources to areas of critical needs. Highlights include greatly increased funding for air traffic controllers and Federal Aviation Administration inspectors. For highways, the amount available is \$100 million above the House-passed level, and \$250 million will be provided for the State Infrastructure Bank Program, which the House did not fund at all. We urge Senators to join us in voting in favor of final passage.

No arguments were expressed in opposition to final passage.